

CONNECTICUT INDUSTRY

PUBLISHED BY

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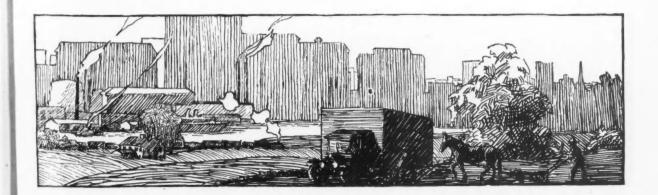
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VOL. II

FEBRUARY, 1924

No. 2

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TAX REDUCTION

Unfortunately but inevitably tax reduction has become a political issue. That the plan as formulated by Secretary Mellon cannot pass Congress is a foregone conclusion. It has been called "the rich man's plan" and hence, must go the way of other effective prescription for this sick world merely because our proprietary politicians have labelled it "poison."

Mr. Mellon's contention that a reduction in surtaxes to 25% will draw the overbalance of investment funds from tax exempt securities to productive channels is sound. The conclusion that this will make for industrial and agricultural prosperity which always results in prosperity for all concerned, the operatives as well as the investors, is equally sound.

The Congressional opponents of the Mellon plan have not advised their constituents that a high surtax on large incomes is finally paid by the people of small incomes. They prefer to play to the popular fancy and to the misconception that a dollar reduction in direct taxation is more than a two dollar reduction in indirect taxation.

However, it is certain that a reduction of surtaxes on incomes must be made whether it be a reduction of 25%, 35% or 44%, and it is probable that Congress, for political purposes, will endorse a bill calling for a reduction of 38 or 39%.

We of small incomes and we of large incomes, whose interests are identical in this issue, have for the first time in years an opportunity to support those whose economic deductions are sound, whose interests are above rhe personal and whose vote in Congress is indicative of their true beliets rather than of their desires for the popular vote through misconception.

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CONNECTICUT AGRICULTURE

By

E. KENT HUBBARD, President, Manufacturers Association of Connecticut, Inc.

Address delivered before the Connecticut State Grange January 9, 1924.

I have often spoken of the capacity of Connecticut Yankees, whether they be native born or transplanted, to work together. It is with satisfaction, therefore, that we note an ever increasing tendency of all groups in Connecticut to work together for the good of the state. This is particularly true of industry and agriculture, and this is as it should be, for there is a complete interdependence of these two great lines of human endeavor. There must exist a proper balance of supply and demand, of adequate and efficient agricultural production and distribution on the one hand, and of industrial production, distribution and consumption on the other.

Many of us, I believe, do not realize the important transitions which are taking place during this period of our national and international development. These are days of great portent, of influences affecting not only the present, but more certainly the future of the entire world, affecting the destinies of every farmer and every industrialist and of their children and their children's children. It is, therefore, necessary that we define our place in the economic structure and put forth every ounce of intelligence, duty and patriotism. There is no organization of considerable size that can do more along these lines than the Connecticut State Grange. The fact that it represents a comparatively small portion of the total population of New England should not discourage us. Such an organization, devotedly patriotic, standing for real American principles, can be of great power for good in the state and in the nation. It can lead the way in insisting upon a government and governmental policy big enough to meet our national opportunities and responsibilities. It can employ all agencies for enlightening the people, for it has at its command and under its influence the public schools, the press, the libraries and the pulpits. It can depend upon

the coöperation of the industrial groups. I say this with a knowledge of facts, for as president of the Manufacturers Association of Connecticut, I know that everyone of our members is willing and eager to aid agriculture in every way, for they realize that our industrial future is dependent in a great measure upon the agricultural progress of New England. With such understanding on the part of all groups I feel that our agricultural future is secure.

I therefore say to you that our heritage is a message, coming down through the ages, of the first President of our country in his farewell address: "In proportion as the structure of a government gives force to public opinion it is essential that public opinion should be enlightened."

Such, I believe, to be the duty of an organization such as yours and such as mine. We have a great responsibility. We employ thousands of men and women and it is incumbent upon us to provide for them a true American atmosphere.

From time to time you will hear people say that the farmers cannot stick together. should like to deny this statement absolutely, and I should like to point to the great agricultural organizations within this state and to ask you to note the success which has attended their operation. However, I should like to point out that there should be further organization. I believe that the other sections of the country have gone beyond us in agricultural organization. I believe that the agricultural future of New England, as well as the agricultural future of every other section of the country, depends upon close, well knit organization working for a common good in all lines, such as coöperative buying, coöperative selling, coöperative action in securing adequate and just national and state legislation, The Future of New England Agriculture

Personally, I have no fear for the future prosperity of New England if our present agricultural organizations develop along the lines upon which they have been founded. I say this with deep conviction, and, if you will allow me, I shall state some of the facts upon which I base this prophecy.

First, we have in New England the markets. One need but look at a commodity map of the State of Connecticut in order to forecast the success with which agriculture may be undertaken. Not anywhere in the country are there markets more accessible. An analysis of such a map shows that east of the Connecticut River nearly all the towns from Stonington to Somersville and from New London to Thompson contain nationally-known textile mills. These mills employ thousands upon thousands of workers who should get their food from Connecticut soil. Think of the thousands of other industrial workers west of the Connecticut River engaged in rubber manufacturing, cutlery, brass, steel, etc. who likewise could live more economically and more effectually were they supplied by Connecticut farms through local markets. Compare this condition of affairs with the towns in Indiana, Iowa, and Illinois, for the farmer there must transport his products a minimum of twenty miles. Compare this with Texas where products must be transported on an average of fifty miles.

Second, we have the soil. While we cannot boast of fertility such as is enjoyed by some other section of the country, we are compensated by the fact that our soil is so diversified that we are not ruined by the failure of a single crop, such as is the case in the corn belt, the wheat belt, the cotton belt, etc.

Third, our transportation facilities are much more adequate than those of any other section of the country. The State of Connecticut has spent \$40,000,000 on improved roads. We have approximately 1700 miles of these roads tapping almost every section of the state. We enjoy the advantages offered by thousands of miles of trolley railway lines. Nowhere in the country are the markets more accessible

through proper transportation facilities than in Connecticut.

Fourth, we have the research facilities. We may be proud of the fact that Connecticut has the distinction of founding in Connecticut in 1875 the first agricultural experiment station in the United States. The effect of this organization, as well as the influence of the Connecticut Agricultural College, cannot be overestimated. It has meant thousands of dollars to the farmers of this state.

Fifth, we have an adequate supply of labor. It is true of course, that because of the wages paid in the industries there is at times a shortage of farm labor. This is an evil which the Manufacturers Association of Connecticut is attempting to overcome. Personally I do not know how it can be done, but I am convinced that the farmers of New England would suffer more if labor was not drawn to the state by the industries.

Finally, I believe that we have — what is probably more important than all — the will to do. Our agricultural and industrial organizations, as I have pointed out, have come to see a common goal toward which to work — the future prosperity of Connecticut.

The value of farm property in New England is over \$1,000,000,000. The value of the products from these properties amounts to hundreds of millions of dollars annually, yet in the face of these facts we import nearly three-quarters of our food supply for which we pay over a half-billion dollars per year. Such a situation is alarming, as alarming as is any comparison which you may care to make between New England agricultural conditions and agricultural conditions in other sections of the country. I was very much interested in seeing sometime ago a comparison between the six New England states and the state of Iowa. It is interesting to note in this connection that the state of Iowa contains 56,000 square miles, while the six New England states contain a total area of over 66,000 square miles. In the state of Iowa 95% of its area is under cultivation, while in New England barely 40% is cultivated. The value of the average Iowa farm, although slightly larger than the average New England farm, is \$40,000 as against \$8,000. The population of the farms in New England is slightly in excess of those of Iowa, while in the cities of New England the population is almost six million against less than a million of Iowa. As I pointed out before, and as I believe I have proved with the statement of these figures, New England has within itself a wonderfully consuming market, and yet she cultivates only 40% of her area.

Some of us may say that the character of agriculture in New England is quite different from that of Iowa and therefore cannot be compared. I should like to point out to you, therefore, that the number of dairy cattle in the state of Iowa amounts to 1,500,000, while in the entire six New England states you can find but 1,230,000 cattle. Take chickens - in the state of Iowa there are 27,700,000 chickens and in New England states 5,800,000. Iowa boasts of 7,800,000 hogs while New England has only 380,000. With our great amount of pasture land ideally suited for the raising of sheep our census figures show that we raise in the six New England states only 240,000 head, while in Iowa there are raised over a million head. In beef cattle also, Iowa leads the six New England states by nearly 2,500,000.

But it is not my purpose to point out our shortcomings as far as agriculture is concerned. We all know them, and while you as agriculturalists know the remedy much better than do I, I hope I may be pardoned for pointing out a few things which I believe should be done.

First, I believe that there should be a great increase in the amount of live stock, particularly meat-cattle, sheep and hogs. Quite apart from utilizing favorable pasture land and the profits which accrue from the scientific raising of such stock, I believe it is absolutely important as a matter of bringing back soil fertility.

Second, I believe that we all recognize the importance of lower freight rates and more adequate railway transportation. Of this, I shall speak later in connection with railroad consolidation.

Third, I would urge diversification of crops. I base this contention on data recently published by twelve Federal Land Bank presidents. We can in New England overcome crop diversification hazards which attend farming in other sections of the country. The corn belt must raise corn if it is to survive. The wheat belt must raise wheat. The cotton belt must raise cotton, but we in New England can raise almost anything under the sun and profit. Why not take advantage of this God-given gift.

Fourth, cooperative marketing is, I believe, the solution to fair prices for farm products.

Fifth, we must have coöperation as I have pointed out of all industrial, commercial and industrial organizations within the state if agriculture in this state is to be what it should be, and, finally, we must teach every citizen of the State of Connecticut, regardless of his occupation or interests, that New England cannot survive unless agriculture is fostered.

Railroad Consolidation

I spoke of the burden of high freight rates and of inadequate railway facilities. I believe that in the past year we have done a great deal to overcome this situation. As chairman of the Connecticut Committee on Railroad Consolidation I had the very good fortune to make with the other members of the Joint New England Railroad Consolidation Committee a detailed study of this problem. I have long realized as have all of you, that any sort of progress in agriculture and in industry is primarily dependent upon a proper solution of our railway problems. You will remember that the Transportation Act of 1920 instructed the Interstate Commerce Commission to divide the country into a limited number of districts and to consolidate the railroads into competitive systems which would conform to these districts. In accordance with the letter and the spirit of the Act, the governor of each of the New England states appointed a committee to undertake an exhaustive study. The state committees thereupon formed themselves into a body known as the Joint New England Committee on Railroad Consolidation.

Prior to the final report of this committee

various suggestions were made both by the Interstate Commerce Commission and by private individuals as to the form that consolidation should take. While these suggestions were many, I need only point out the two major suggestions. The first was the so-called Trunk Line Plan. Under this plan the railroads of New England were to be consolidated with the Trunk Line systems, particularly the New York Central, Baltimore and Ohio and the Pennsylvania Railroad. The second plan was that of an All-New-England system. In other words, the consolidation of all the railroads of New England into one great system.

The committee decided against a Trunk Line plan of consolidation as being against the best interests of New England, for it believed that New England would be submerged in the enlarged Pennsylvania and New York Central systems. It believed that the New England railroads should be New-England owned and managed. It pointed out that our railroads and the interests of the local population at present served by them would be hopelessly lost in such an overextended and unwieldy transportation agency. It is always possible and there is always danger that a centralized authority will be developed attempting to exercise its jurisdiction over so vast an area as would be comprised in such a consolidated system, and that upon such an enormous population as inevitably as to lead to numerous disregard of wishes and welfare of interests of individuals. The committee believed that it is important to avoid this wrong tendency, for after all the prosperity, happiness and contentment of any people is through the prosperity, happiness and contentment of its individual members.

I know that many of you feel that rail-way transportation as a national subject does not directly concern you, but I want to tell you that you are wrong. It affects you more directly than the food which you eat, the clothes which you wear and the house in which you live, for without railway transportation you would have none of these.

Before I conclude, I want to make clear my position in regard to the railroads of the east

and of the other sections of the country. I do not believe in the policy of "dog eat dog." Without the railroads we could not exist. Our industries would be valueless - our farms would become barren wastes. We are as dependent upon them as they are upon us. From the year 1910 until 1920 the policy of the Federal government was distinctly anti-railroad. This was an extremely short-sighted policy, one from which we are suffering at the present time. However, with the passage of the Transportation Act of 1920 there appeared to be a change of policy which we should all welcome. We want low rates. We want service. The way to secure both of these things is to approach our railroad problems without prejudice and in a spirit of helpfulness. We know that there is much to be desired in the way of service and rates, and we know that neither government ownership nor anti-railroad legislation will accomplish the desired ends.

As I said in the beginning, there are many influences which are at work which will affect not only the present but the future of the entire world. It is up to New England agriculture and New England industry to preserve New England for the future. We are known as a conservative people, and while I do not agree that this so-called conservatism has not in any way retarded agricultural or industrial progress, I have prayed God that it will deliver us from some of the tendencies which are evidencing themselves at present. I have been much interested in reading the recent State Department reports on the Russian Soviet government and the International Commune and the activities of that organization in the United States. I have been interested in the attempts of certain elements of the so-called Farmer-Labor party which, by the way is not truly representative of either the farmer or the laborer and should be disowned by both. I have been interested deeply in the German reparation problems and the French attitude toward them. I have been interested in all these problems as have all of you, for I recognize, as do you, that out of them may come occurrences of vital importance to the life, liberty and happiness of all of us.

NEWS OF THE TRADES

SCOVILL PURCHASES PLANTS

The Scovill Manufacturing Company of Corporation, will re-open the mill for the

Waterbury has recently purchased the American Pin Company and the Oakville Company, also manufacturers of pins of that city. The American Pin Company is capitalized at \$1,350,000 and the Oakville Company at \$600,-000.

NEW DEPARTURE INCREASES FORCE AT MERIDEN

The New Depart-Manufacturing Company with headquarters at Bristol is increasing its force at its new plant in Meriden.

ADDITION TO PLANT OF SPECIFI-CATION BRUSH COMPANY

The Specification Brush Company of Danbury is building a three-story brick addition to the property which the firm recently purchased from the Danbury Manufacturing Company.

NEW INDUSTRY FOR NEW HAVEN

The Wheeler Manufacturing Company recently incorporated, has leased space in New Haven and will engage in the manufacture of steel cutlery.

PAPER CONCERN AT POOUONOCK SOLD

The property formerly owned by the Hartford Paper Company and located at Poquonock

Leavett who has been with the Rainbow Paper

manufacture of book papers.

HOW CAN THE ASSOCIATION HELP YOU?

IF you have a troublesome problem the Association will be glad to assist you and hope you will afford it the opportunity. The following are a few samples of miscellaneous requests for service which have recently come to the executive offices, and on which information has been given. These are picked at random and are only a few of many:

- I. Please send us a list of dealers in New York, Boston and Chicago who can handle our goods.
- II. May a corporation deduct the losses of one year from the profits of more than two years following?
- III. We understand there is a Russian delegation in this country interested in textiles. Who are they and where can we reach them?
- IV. How many tons of coal were shipped in 1922-1923 from Hampton Roads into N. E.?
- V. Why is there little or no building in our city?
- VI. We have a customer in Buenos Aires who has not paid his bill. What can we do about it?
- VII. Where in Connecticut is there available factory space suitable for our purposes?
- VIII. Please send us information about the - Company of N. Y. City.
- IX. Whom can we secure to speak before our organization?
- X. What are the Illinois laws concerning the taxation of foreign corporations?

CONNECTICUT **MANUFACTURERS** RECEIVE CENSUS

Forms for the Census of Manufactures, 1923 have been sent out by the Census Bureau of the Department of Commerce to all manufacturing concerns. The Association urges its members to comply as promptly as possible with the request of the Bureau to supply the latter with certain information. The value of the figures increases in proportion to the promptness with which they may be made available and the ultimate service to industry increased accordingly.

FOREIGN TRADE CONFERENCE IN BRIDGEPORT

The Bureau of Foreign and Domestic Commerce in cooperation with the Manufacturers Association of Bridgeport and the Export Club, will hold a foreign trade conference at the University Club, Bridgeport, on February 11. Dinner will be served at 6:30 and will be followed by several addresses

by representatives of the Bureau and by a round table discussion.

Anyone interested is invited to attend and has been purchased by George Leavett. Mr. requested to notify the Bridgeport Association.

FEDERAL LEGISLATION

Through the medium of the magazine we shall endeavor to keep members advised of the introduction of bills of importance to industry and of future developments in connection with those which are actively followed by the Association. Supplementary bulletins will of course be issued as necessity demands.

Following is the second list of bills of interest introduced. The first list appeared in the January number of "Connecticut Industry."

BONUS AND COMPENSATION

S. 960 (Curtis) — Adjusted compensation for veterans of World War.

S. 1546 (Shields) - Monthly allowance in

lieu of compensation.

S. 1946 (Bursum) — Returns insurance allotments deducted from pay and percentage of Bond subscriptions, adding compensation of \$20 for each month of service.

S. 1969 (Copeland) — Straight cash bonus of \$1.25 for each day of service. Maximum

of \$625.

H. R. 3242 (McKenzie) — Adjusted compensation.

H. R. 3930 (Tillman) — Adjusted compensation for veterans of World War.

COAL

H. R. 4134 (Newton) — Coal dealers to be licensed and to report to Federal Trade and Interstate Commerce Commissions. President authorized to fix prices in emergency.

H. R. 5263 (Treadway) — Upon threatened interruption of coal supply President authorized to declare emergency and to operate anthracite lines.

EDUCATION

H. R. 3923 (Reed) — Creating Federal Dept. of Education. Large appropriation for adult education, education of immigrants, for teachers' salaries, etc., in individual states.

S. 1337 (Sterling) — Same as above. H. R. 5795 (Dallinger) — Establishing Dept. of Education and Welfare.

FIRE ARMS

S. 1591 (Shields) — To suppress sale of pistols and other fire arms.

S. 1819 (Robinson) — To prevent sale of fire arms or ammunition to foreign government or military or political authorities.

S. 1960 (Copeland) — Prohibiting entry in United States of certain weapons and levying excise taxes.

H. R. 2816 (Ward) — Prohibiting transportation of pistols and other pocket weapons into states regulating acquisition of same.

H. R. 4446 (Miller) — To regulate shipment of fire arms by interstate carriers.

FORESTRY

S. 1182 (McNary) — Annual appropriation of \$2,500,000 for forest conservation, etc.

H. R. 4839 (Clark) — For protection and extension of forests to insure lumber supply.

FUTURE TRADING

S. 386 (Dial) — Amending Cotton Futures Act in respect to contract classes and grades of cotton.

S. 626 (Caraway) — To prohibit future trading in cotton and grain.

GOVERNMENT IN INDUSTRY

S. 794 (Overman) — Same as H. R. 706 in January number and provides for equipment of United States Penitentiary at Leavenworth for the manufacture of shoes, brooms and brushes.

IMMIGRATION

H. J. Res. 96 (Sabath) — Amending Act of

S. 2082 (Sterling) — Creating an Immigration Board.

H. R. 2900 (Kelly) — Inspection of aliens at port of embarkation.

H. R. 3197 (Steagall) — Suspends immigration except for certain limited groups, until January 1, 1934.

H. R. 3239 (Vestal) — Quota for each country to be 2%, based on census of 1890; provides for certificates and a system of registration.

H. R. 3245 (Cable) — Penalty for violation of immigration laws.

H. R. 3932 (Watkins) — Suspending immigration until July 1929; after that period quota to be based on 5% of census of 1890.

H. R. 4089 (Lineberger) — Continues present 3% law but bases quota on census of 1850; aliens must apply for naturalization within 3 years.

H. R. 4098 (Box) — Quota as in 3239; 20% only of quota of a nationality to be admitted in

any month.

H. R. 4466 (Romjeu) — Prohibiting immigration until January 1, 1930.

H. R. 5713 (Doyle) — Admitting wives of citizens without reference to quota.

LABOR

S. Con. Res. 4 (Washington) — Proposing child labor amendment to Constitution.

S. J. Res. 4 (Jones) — Regulating employ-

ment of children under 16.

S. J. Res. 19 (McCormick) — Amending Constitution to give Congress power to regulate employment of women and of children

S. J. 36 (Lodge) — Amending Constitution to give Congress power to regulate hours of labor for persons under 18 and women in factories, etc.

H. J. Res. 45 (Cooper) — Same as S. J.

Res. 1 (January number).

H. J. Res. 64 (Frothingham) — Amending Constitution to give Congress power to regulate employment of persons under 18.

H. J. Res. 66 (Foster) — Amending Constitution to give Congress power to prohibit employment of persons under 18.

H. J. Res. 83 (Greene) — Same as S. J.

Res. 36 above.

H. J. Res. 87 (Lineberger) - Amending Constitution in regard to child labor.

H. J. Res. 90 (Lozier) - Amending Constitution to give Congress power to regulate labor of women and of persons under 18.

H. J. Res. 98 (Tague) - Act amending Constitution to give Congress power to regulate employment of persons under 18.

H. J. Res. 100 (Thompson) — Same as 98. H. J. Res. 102 (Taylor) — Amending Constitution to give Congress power to regulate employment of women and of children under

H. R. 436 (Blanton) - Prohibiting preventing persons from seeking employment on

railroads, hindering mails, etc.

S. 488 (Jones) — Establishing system of compensation for non-government employes in District of Columbia, to be supervised by a Federal Agency. Private companies are barred from participating.

S. 1789 (Cameron) — District of Columbia

Workmen's Compensation Act.

H. R. 3208 (Thomas) - No contract in furtherance of trade or labor dispute shall be criminal and therefore not indictable or otherwise punishable and no injunction or restraining order may be granted except on notice.

MARKING OF GOODS, ETC.

H. R. 739 (French) — Providing for stamping and tagging of woolen goods.

(Similar to H. R. 732 in January number.) H. R. 4141 (Reece) - Articles to be

stamped and tagged to show amount of wool, silk or leather they contain.

MOTOR VEHICLES

S. 1312 (Pittman) — Operator of vehicle in interstate commerce who is properly licensed at residence need not take out additional license in any other state, territory or district.

POLLUTION OF STREAMS

S. 42 (Lodge) — Change present Rivers and Harbors Act to prohibit pollution by oil in any

S. 936 (Wadsworth) — Prohibiting pollution of coastal navigable waters by oil.

S. 1942 (Willis) - Prohibiting pollution by oil of coastal waters.

(This measure was introduced January 14, passed Senate January 16.)

H. R. 3319 (Mills) — Similar to S. 936.

SALES, CONTRACTS, ETC.

H. R. 11 (Kelly) — Similar to H. R. 6 in January number, but manufacturer is to file statements of transactions with Federal Trade Commission.

H. R. 646 (Sterling-Mills Bill) — To make valid and enforceable written provisions or agreements for arbitration or disputes arising out of contracts.

S. 817 (Fletcher) — To prevent influencing a sale by bribery, both donor and recipient of gift to be guilty of a misdemeanor.

S. 1006 (Sterling) — To regulate sales and contracts made in interstate and foreign commerce.

S. 1596 (Capper) - Amending Clayton Anti-trust Act to the effect that stocks, bonds and other securities cannot be sold by persons, partnerships or corporations except in state where home office is located, without authority from Federal Trade Commission.

STANDARDS OF WEIGHTS,

MEASURES, ETC.

H. R. 10 (Britten) — Making metric system

effective January 1, 1933. S. 845 (Fletcher) — Bureau of Standards may test manufactured articles and issue certificate showing result and the penalty for unauthorized use of certificates.

H. R. 3240 (Vestal) — Bureau of Standards to specify standards for weights, measures

and devices.

H. R. 4465 (Vestal) — To regulate manufacture, sale and use of weights and measures.

TAXATION

H. J. Res. 67 (Foster) — Amending Constitution to give Congress authority to assess taxes on incomes from obligations of a state or political sub-division.

H. J. Res. 101 (Dickinson) - Taxing in-

come from securities issued by states.

S. Res. 110 (Jones) — Requiring information as to distributed and undistributed profits of corporations for which information or re-

turns were furnished in 1923. H. J. Res. 136 (Green) — Permitting State or Federal Governments to tax securities of the

H. R. 170 (Tincher) — Amending Revenue Act concerning deduction of net losses in

previous years.

H. R. 4137 (Oldfield) - Levies a special excise tax on issuance of stock dividends after May 3, 1920; \$10 for each \$100 of the par value.

H. R. 4138 (Oldfield) — Restraining war profits and excess profits taxes effective January

H. R. 4150 (Strong) — Amending Revenue Act by providing for an inheritance tax of 25%

of tax exempt securities of an estate.

H. R. 5091 (Dickinson) - To tax inheritance of bonds or other securities, the income of which is exempt from normal income tax or sur taxes.

H. R. 5190 (Hill) - Taxing net income on municipal and state securities hereafter issued and permitting states to tax federal securities

hereafter issued.

TRANSPORTATION

S. 91 (Capper) — Denes I. C. C. any rate

jurisdiction within a state.

H. J. Res. 141 (Hoch) - Directing Interstate Commerce Commission to investigate railway rate structure and authorizing it to make adjustments necessary to correct any disparities.

S. 187 (Godding) - Long and short haul

S. 427 (McKellar) — Amends Transportation Act in regard to bills of lading.

H. R. 581 (Vinson) - Restores rates, fares, etc., which were effective February 28, 1920. H. R. 719 (Brand) — Denies I. C. C. any

rate jurisdiction within a state.

S. 1227 (Gooding) — Repealing statutory ratemaking rule for recapture of income of carriers earned in excess of reasonable rate of

S. 1883 (Trammell) - Requiring common carriers to make prompt settlement of claims.

S. 1899 (LaFollette) — Amending Act to Regulate Commerce.

S. 2054 (Cummins) — To amend Interstate Commerce Act.

S. 2055 (Cummins) — To amend Interstate Commerce Act.

S. 2056 (Cummins) — To further protect commerce against bribery and other corrupt trade practices.

S. 2057 (Cummins) — Amending "Act to Promote Safety of Employes and Travelers."

S. 2058 (Cummins) — Amending "Act to Regulate Commerce" including Safety Appliance Act and Act providing for valuation of several classes of property of carriers subject to Interstate Commerce Commission.

S. 2059 (Cummins) — Amending Interstate Commerce Commission Act and supplementing existing laws against unlawful restraints and

monopolies.

H. R. 2699 (McLaughlin) — Repeals

Interstate Commerce Act.

H. R. 2700 (McLaughlin) — Repeals Transportation Act of 1920.

H. R. 2823 (Hayden) - Long and short

haul proposal.

H. R. 2870 (Ward) — Prompt adjustment by carriers of freight claims.

H. R. 3195 (Garber) - Long and short

haul proposal.

H. R. 4107 (Denison) — Regulates equipment of carriers after July 1, 1926.

H. R. 4797 (Shallenberger) — Repealing Transportation Act.

H. R. 4798 (Shallenberger) — Abolishing Railway Labor Board.

H. R. 4799 (Shallenberger) — Repeals Sections 15A and 19A of Interstate Commerce

MISCELLANEOUS

S. Res. 127 (King) - Attorney General to report reasons for failure to bring proceedings for alleged violations of Sherman Anti-Trust Act in certain cases.

S. 990 (King) - Duties of the United States Shipping Board and assets, etc., of Emergency Fleet Corporation to be trans-

ferred to Secretary of Commerce.

S. 1501 (Harris) - Dept. of Commerce to publish additional statistics on cotton.

H. R. 4517 (Winslow) - Establishing a Foreign Commerce Service in the Bureau of Foreign and Domestic Commerce of the Dept. of Commerce.

H. R. 5790 (Crampton) - To prevent frauds by prohibiting other than registered patent attorneys to practice before Patent

Office.

TRANSPORTATION

WEST VIRGINIA COAL RATES

As advised in our Traffic Bulletin No. 210. this Association has been exerting every effort to secure through all-rail rates from West Virginia coal fields to points in Connecticut. As explained in our bulletin, these fields are non-union and produce a high grade of bituminous coal for industrial purposes and a high grade smokeless and almost odorless coal for domestic purposes. Besides being assured of a continuous supply unaffected by strike influences, Connecticut consumers may secure this fuel at a delivered price estimated to be well below the cost of fuel from other districts, if these rates are established. At the hearing on January 14 before the Interstate Commerce Commission in Washington, the Association was represented by a sub-committee of the Traffic Committee composed of Mr. Louis Isakson, Chairman, Mr. J. D. Heffernan and Mr. J. F. Atwater. Governor Templeton sent as his personal representative, Mr. Edward W. Goss. The Association also advised the Connecticut Chamber of Commerce of the importance of the establishment of these rates and that organization was represented at the hearing by Mr. K. P. Applegate. The cooperation of organizations in other New England states was also secured by the Association.

Although no testimony was admitted in regard to bituminous coal for industrial uses, the Assocation's committee urged the establishment of through rates for domestic sizes. It was the feeling of those who attended the hearing that the rates would be established inasmuch as there appears at present to be a monopoly on the part of the Pennsylvania operators which can be broken only by the establishment of through all-rail rates from other fields.

All members who wired the Commission in accordance with the suggestion contained in Traffic Bulletin No. 210 have been advised in detail of the points brought out at the hearing. Any other members desiring this information may secure it, upon request, from the Association.

REELECTED CHAIRMAN OF TRAFFIC COM-MITTEE

At the last meeting of the Traffic Committee Mr. Raymond L. French was re-elected chairman and appointed traffic advisor. The other members of the committee are Mr. J. F. Atwater, Mr. Louis Isakson, Mr. R. W. Miller, Mr. J. E. Rowland, Mr. P.

W. Brown, Mr. J. D. Heffernan, Mr. W. F. Price, and Mr. George F. Garrity. Being composed of some of the most experienced traffic experts in the state, the appeals of this committee on behalf of the members of the Association before the Interstate Commerce Commission, the various railway traffic associations, and railway departments, have resulted in the saving of many dollars to manufacturers, the establishment of better transportation service, and the satisfactory settlement of many claims.

Mr. H. C. Wilmot, Travelling Freight Agent of the New York, New Haven & Hartford Railroad, attended the last meeting of the Traffic Committee of the Association. A number of complaints from members concerning service were discussed with him and a satisfactory adjustment is expected in each case. This coöperation on the part of the New Haven road, which sends a representative to each meeting of the Traffic Committee, is certain to result in a more complete understanding between the railroad and the manufacturers and in a more speedy settlement of claims and difficulties.

A reasonable basis was prescribed by the I. C. C. on rates on lumber and forest products taking the same rates, in carload lots from points in Southeastern, Carolina and Virginia territories, to trunk line and New England territories. In the above decision in re I. C. C. Docket 13449 North Carolina Pine Association et al. versus Atlantic Coast Line Railroad et al., Fourth Section Application No. 600 et seq. the Commission found the prevailing rates to be unreasonable but not unduly prejudicial. The revised rates become effective June 10.

CONNECTICUT REQUIREMENTS PRODUCE RESULTS

Thomas H. McDonald, chief of the U. S. Bureau of Public Roads in an address before the American Association of Highway Officials at New Orleans, stated that Connecticut was one of only eight states which require the submission of complete reports of all motor vehicle accidents. As a result of this requirement there are fewer grade crossing accidents in these states in proportion to total accidents, than in other sections. The opinion was expressed that the law in operation in some states requiring vehicles to come to a stop at grade crossings, was not producing satisfactory results.

INDUSTRIAL SERVICE

Industrial Disputes in Connecticut in 1920-1923.

During the year ended December 31, 1923, there occurred in Connecticut a total of 24 industrial disputes resulting in strikes. The workers involved number 3,597, 2000 being men. The duration of the disputes amounted all told to 533 days. In terms of man-days, the disputes represented a total loss of 40,691 working days. The table below gives a list of industries in Connecticut in which disputes occurred in 1923 and the number in each. There is appended also a table showing the causes of the various disputes.

INDUSTRIAL DISPUTES IN CONNECTICUT 1923

| Industry | Number | Dispu | ites |
|-----------------------|---------|-------|------|
| Clothing | | 3 | |
| Cotton | | 2 | |
| Foundry & Machine | Shop | 3 | * |
| Paper | | 3 | |
| Printing & Publishing | g | T | |
| Shirt | | 2 | |
| Silk & Velvet | | 3 | |
| Woodworking & Fu | rniture | I | |
| Woolen & Worsted | | 3 | |
| MiscMetals Tools, | etc. | 3 | |
| | - | _ | |
| TOTAL | | 2.4 | |

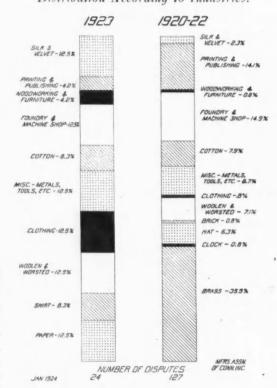
CAUSE OF DISPUTES

| Lack of understanding of wage syste | em I |
|-------------------------------------|------|
| Demand for increase in wages | 14 |
| Demand for closed shop | 6 |
| Objection to discharge of employe | 2 |
| Excessive fine for bad work | I |
| | |
| TOTAL | 2.4 |

It will be noticed that no particular industry was the scene of any extraordinary unrest, Three disputes each occurred in the clothing, foundry and machine shop, paper, silk and velvet, and woolen and worsted industries, and two each in the cotton and shirt industries. This is in striking contrast to the three-year period preceding 1923, and particularly to 1920, when out of a total of 84 disputes 44 occurred in the brass industry and 15 in foundry and machine shops. In 1921 the trouble was concentrated chiefly in the printing and publishing industry in which there occurred 17 strikes out of a recorded total of 27 for that year. The following year - 1922 - the situation in the cotton industry accounted for 5 disputes of the year's total of 16. The hat

and the brass industries — two lines whose production in former years was seriously impeded by strikes — were singularly free from labor troubles in 1923; and in printing and publishing there was but one dispute. In addition it must be borne in mind that although the total of strikes occurring in 1923 was greater by 9 than 1922, the number of working days lost, the estimated loss in wages, and the estimated loss in production were notably lower than any other year in the four year period. This bears out our contention that 1923 was a year of comparative industrial peace in Connecticut.

INDUSTRIAL DISPUTES IN CONNECTICUT
• 1920-1923 Inclusive
Distribution According to Industries.



The chart above shows the percentage distribution according to industries of strikes occurring in the year 1923 and during the three year period from 1920 to 1922 inclusive.

It is intended primarily to bring out the percentage distribution by industries within each of the periods since, because the number of disputes is so much greater in the first period than in 1923, the two periods are not comparable except in a very general way. The chart serves, however, to localize the trouble in each of the periods named. For instance, a glance at the bar representing 1920-1922 tells what a large percentage of the total number of strikes in the three years occurred in the brass industry. Similarly it gives due prominence to the trouble in the printing trades. The bar representing 1923 brings out the absence of any particularly troublesome spot.

The cause of dispute in 14 cases out of a total of 24 in 1923 was a demand for an increase in wages. Bearing in mind the upward tendency in wage rates from spring until fall of last year it is natural to expect that the most fruitful source of trouble would lie in that direction. Second in rank numerically but otherwise of the first importance were the disputes arising from a demand for the closed shop, of which there were six. Members will be interested in knowing that in none of these cases was the demand for the closed shop In one instance the lack of understanding of the wage system then in force brought •about a strike, while in one other plant fines for bad work deemed by the emploves excessive precipitated a walkout. In the other two instances the dispute was the result of the discharge by the management of a more or less popular employe.

MUST MARK CANADIAN CONTAINERS

The Canadian Department of Customs and Excise has recently announced a decision of importance to many American concerns. Cartons made in America which are used as containers of Canadian goods intended for export to British possessions must bear, in addition to a statement of the Canadian origin of the products now required, the words, "Cartons Made in the U. S. A."

A FEW COPIES LEFT

A few copies of "Federal Taxes for 1923." originally referred to on page 13 of the January Magazine, are still available for distribution to members. The pamphlet contains full information for the filing of correct tax returns for 1923 by corporations and individuals and is being sent without charge to those who request it.

ASSOCIATION ITEMS

PRESIDENT ATTENDS FARMER-MANUFACTURER CONVENTION

Mr. E. Kent Hubbard, president, represented the Association at the Farmer-Manufacturer Convention held under the auspices of the Illinois Manufacturers Association at Chicago, January 14 and 15. Over six hundred delegates attended and the sessions were addressed by many well known speakers. Taxation, immigration, transportation and marketing problems were among the subjects discussed.

NEW MEMBERS

The Association is pleased to announce the addition to its membership of Landers, Frary and Clark of New Britain and the Whitlock Coil Pipe Company of Hartford.

CONNECTICUT INDUSTRIAL COUNCIL MEETS

The Connecticut Industrial Council held its regular monthly meeting in Hartford on January 18. The meeting was largely attended and in addition to the executives of the various local associations and representatives of the Manufacturers Association of Connecticut, there were also present delegates from several New England organizations.

A large number of subjects occupied the attention of the Council, among them the recent demand of painters in Hartford for a five-day week and \$10 per day wage. The Council endorsed the action of the Master Painters Association in refusing to entertain this demand.

The Council also endorsed the Mellon tax reduction plan and expressed itself as opposed to the bonus as subversive to the American theory of patriotism and because of its effect upon business and employment. It further went on record again as believing in a policy of selective immigration.

CHAIRMAN OF COMMITTEE ON AGRI-CULTURE ADDRESSES FORESTRY MEETING

Mr. Wilson H. Lee, chairman of the Association's Committee on Agriculture, represented the Association at the Annual Meeting of the Connecticut Forestry Association held in New Haven on January 26. Mr. Lee spoke of the interest of the Manufacturers Association of Connecticut and its members in problems of reforestation and timber conservation in Connecticut and expressed the hope that there would be continued cooperation between the organizations.

SALES EXCHANGE

In this department members may list without charge any new or used equipment or supplies. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

FOR SALE

- 2 14" Chatfield semi-automatic sheet metal drying-out machines. Modern equipment. Excellent condition.
- 1 Henning Bros. cutting-off and straightening machine. Good condition.
- 1 Dings magnetic separator serial No. 2025, type MP, No. 3, 16" belt. Excellent condition. Address S. E. 77.
- 1 14" x 5' Hendey lathe screw cutting and compound rest, countershafts, etc.
- 1-16"x8' Sebastian engine lathe-back geared, screw cutting countershaft, etc.
- 1-14" Rockford shaper adjustable table, swivel graduated vise and countershaft.
- 1 No. 12 Kane & Roche 3 roll bending machine 20" x 5" pulleys.
- 1 Sweetland filter press No. 2157 self dumping, 12½" outlets.
- General Electric 3 stage centrifugal air compressor set, complete with motor.
 Address S. E. 74.

Surplus Steel

- 1,670 lbs., .115 x 1-5/16 hot rolled 50/60 carbon, 79" long.
- 722 lbs., —.130 x 1-3/8 hot rolled 50/60 carbon, 76" long. 480 lbs., —.155 x 1½ hot rolled 50/60 carbon, 80½" long. 1,253 lbs., —.155 x 1¾ hot rolled 50/60 carbon, 6' 2" long. 434 lbs., —.072 x 3-1/8 hot rolled 50/60 carbon, 73½" long.
- 187 lbs., .085 x 4½ hot rolled 50/60 carbon, 84" long. 3.372 lbs., .145 x 5¾ hot rolled 40/50 carbon, 7' long. 870 lbs., .155 x 1¾ hot rolled 50/60 carbon.
- 1,840 lbs., -. 175 x 134 hot rolled 50/60 carbon, 8534" long.
- 1,598 lbs., -.. 187 x 1-13/16 hot rolled 50/60 carbon, 731/2" long.

- 538 lbs., .093 x r-5/8 hot rolled mach. steel.
 438 lbs., .185 x r½ hot rolled mach. steel, 8' long.
 3,400 lbs., .250 x 2 hot rolled mach. steel, 8' long.
 1,000 lbs., r-5/16 x 5/16 hot rolled mach. steel, 6'-3"
- 2,447 lbs., 5/16 Rd. lime Bt. Bessemer, 105" long.
 234 lbs., .016 x 2-1/16 soft cold rolled, 7' long.
 2,059 lbs., .085 x 8½ soft cold rolled 6'-6" long.
 1,153 lbs., .109 x 2-7/8 soft cold rolled, 60" long.
 255 lbs., .025 x 1 soft cold rolled 84" long.
 869 lbs., .035 x 2 1/16 soft cold rolled, 6'-5" long.
 1,070 lbs., 5/16 Rd. liquor F. Bessemer, 105" long.
 6,925 lbs., ½ Rd. hot rolled 50/65 carbon, 90" long.
 375 lbs., —.070 x 1-1/8 ¼ hard cold rolled steel, 75" long.
 205 lbs., .035 x 4¼ cold rolled, 60/65 carbon, 72" long.
- 1 Otis plunger elevator in excellent condition. Car 4' 10" wide, 7' 6" deep, 8' 5" high. Capacity 2,000 lbs. Serves three floors.

 Address S. E. 76.

Address S. E. 75.

FACTORY PROPERTY FOR SALE OR RENT

- 1. Factory building of brick construction, located in Hartford. Two stories high and contains approximately 30,000 sq. feet. Steam heat, electric lights and good toilet facilities. Second floor has skylight running full length. Available almost immediately.
- 2. Factory of brick mill construction located in Bridgeport. Contains approximately 32,000 sq. feet. Sprinkler system, elevators, good heating plant, etc. Property includes additional land.
- 3. Factory buildings of brick construction, located in Bristol. Three stories high and contain approximately 28,000 sq. ft. of floor space. Centrally located, on railroad. Steam heat, electric lights, gas and good toilet facilities. good erecting shop as a part of the plant. Available immediately.

EMPLOYMENT SERVICE

This department is open to all members without charge. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

SALES EXECUTIVE — Age 41, married. Eight years as salesman with manufacturer of shirts and collars. Resigned to take position with well known statistical organization, having charge of service department for eight years. Five years with company publishing financial statistics as vice-president in charge of sales and advertising. Wishes to leave financial for manufacturing field. Address P. W. 100.

TRAFFIC MANAGER—Age 40, married. Twelve years with Lackawanna Railroad, part of the time as traveling freight agent in Connecticut. Three years' experience in handling export business. At present in employ of U.S. Railroad Administration handling complaints for presentation to Interstate Commerce Commission. Address P. W.

WORKS OR PRODUCTION MANAGER—Age 45, married. Mechanical training in brass works as machinist and toolmaker and then became in turn foreman, superintendent, general superintendent and works manager. Experienced in the manufacture of metal goods, clocks, wooden toys, etc. Address P. W. 102.

BOOKKEEPER — Twelve years' experience with Connecticut manufacturing concern on bookkeeping and costs. Address P. W. 103.

FACTORY EXECUTIVE—Age 25, single. Graduate of Massachusetts Institute of Technology with B. S. degree in Engineering Administration. Has had experience as assistant to works manager and production engineer. Address P. W. 99.

